FINAL - SUGGESTED KEY QUESTIONS FOR THE RTAC TO ADDRESS

California's strategy for reducing greenhouse gas emission from passenger cars includes three elements: vehicle technologies, low-carbon fuel technologies, and reduced vehicle use through changed land use patterns and improved transportation. In the target setting process spelled out in SB 375, ARB is to consider greenhouse gas emission reduction strategies underway to implement AB 32. Since ARB adopts the State's vehicle and fuel technologies regulations, it currently has the tools and methods for considering these strategies in the target-setting process. Therefore, apart from those, ARB needs the RTAC's recommendations on the factors and methodologies for setting targets that relate directly to passenger vehicle use. The following six questions form a suggested framework for the RTAC to focus its efforts on vehicle-use related factors and methodologies.

Question #1: What are the key factors within the control of local governments and MPOs that influence greenhouse gas emissions from automobiles and light trucks use? How do land use, the transportation system, and pricing specifically affect VMT and greenhouse gas emissions? What is the magnitude of these factors under a variety of conditions?

Question #2: How do economic and other factors affect the magnitude of change possible in the land use and transportation sectors? This includes such factors as the price of gas and other variables that affect the price of travel, consumer preferences, especially for housing and the cost of housing, the economics of different development patterns, environmental considerations, social equity issues, funding levels available for different types of transportation investments, and local government tax structure and other market forces and fiscal considerations.

Question #3: What are acceptable**,** reliable, and cost-effective data quality and modeling tool standards for implementing various methodologies to process the factors into targets? How do current models compare to these standards? Are the various models synchronized with their air quality counterparts? What improvements are needed (e.g. data gathering efforts, model calibration), what assistance can the state provide in expediting these improvements, and which can be made in time to meet the first round of targets? If not, what are the alternatives? What is the cost to make those improvements?

Question #4: What support and authority can the state provide to local governments and MPOs in the form of implementation tools, (i.e. policies or programs/grants in addition to the modeling issues addressed in #3 above) and how do these tools affect VMT and greenhouse gas emissions?

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Question #5: How should automobile and light truck trips that cross regional and sub-regional boundaries be treated? What factors need to be considered for trips crossing state and international boundaries?

Question #6: Should goods movement trips be considered relative to their impact on passenger vehicle emissions?

Question #7: What metric(s) should be used to express regional targets? What are the pros and cons of the various choices? For example, should the metric(s) be per capita or total greenhouse gas emissions for a region? Should the metric(s) be relative to current conditions or a future year baseline? How should the metric(s) account for differences between regions, e.g. growth rates, incomes, current jobs-housing balance? What monitoring programs are needed to assess the permanence of emission reductions and usefulness of the metric(s) over time?

Question #8: How should the inter-relationship between land use/transportation measures and external factors, such as low-carbon fuel and vehicle efficiency regulations be treated? How should SB 375 relate and link with existing air quality and transportation planning processes?

Question #9: How can the various methods be evaluated to see if they support the goal of setting the most ambitious achievable targets?

Question #10: How can SB 375 implementation inform and influence existing and future federal laws and policies, when appropriate?